REMARKS

Claim 1 stands rejected under 35 USC 102 over JP 62 106826 A (identified by the examiner as Saito et al). Applicant respectfully traverses.

Claim 1 is concerned with a method of operating an internal combustion engine having an oxidation catalyzer. In accordance with the invention, as defined in claim 1, the method comprises operating the engine and directing exhaust gases of the engine through the oxidation catalyzer and thereby heating the catalyzer. The method further comprises subsequently stopping the engine and regenerating the catalyzer by supplying reducing gas to the catalyzer while the catalyzer is still sufficiently hot for regeneration to occur.

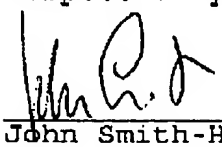
Saito et al discloses two catalysts 1-a and 1-b connected in parallel between the exhaust manifold of the engine 8 and the exhaust outlet. As described in the abstract, the exhaust gas from the engine is supplied to one of the catalysts (for example catalyst 1-a), and NOx is oxidized and absorbed by the catalyst in the presence of oxygen while a gaseous reducing agent is supplied to the other catalyst 1-b and this catalyst is regenerated. When the absorbing efficiency of the catalyst 1-a has fallen, the catalysts are changed over and the catalyst 1-b receives the exhaust gas from the engine while the catalyst 1-a is regenerated.

Saito et al does not disclose or suggest that the engine 8 is stopped in order to regenerate the catalyst. To the contrary, by providing the two catalysts 1-a and 1-b, the purpose is achieved of avoiding stopping of the engine.

In view of the foregoing, applicant submits that the invention as defined in claim 1 is not disclosed or suggested by

Saito et al. Therefore, claim 1 is patentable and it follows that the dependent claims 2-5 also are patentable.

Respectfully submitted,



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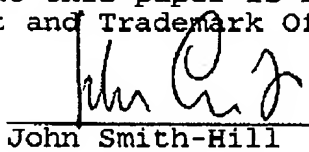

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